



DEPARTMENT OF THE ARMY
HEADQUARTERS, CALIFORNIA ARMY NATIONAL GUARD
9800 GOETHE ROAD - P.O. BOX 269101
SACRAMENTO, CALIFORNIA 95826-9101

SAFETY/OCCUPATIONAL HEALTH BULLETIN

8 July 2001

NUMBER 3-01 – CORRECTED COPY

Annual Training Vehicle Safety

1. The intense level of activity associated with Annual Training 2001 (Golden Spike) presents soldiers with unique opportunities and challenges. There are also many dangers inherent to the annual training cycle. By using *Risk Management* techniques and an attitude of "*safety comes first*" most of the risks can be evaluated and minimized.
2. The following areas of vehicle towing and vehicle recovery safety merit special consideration during annual training:

a. Towing Capabilities of CUCV and HUMMV Family of Vehicles.

(1) The M1009 CUCV is equipped to tow M416 Series ¼ ton trailers only, with a maximum towed load of 1200 pounds for both highway and cross-country travel. Tongue load must not exceed 100 pounds.

(2) The M1008A1 is equipped to tow M101 Series ¾ ton trailers only, with a maximum towed load of 3100 pounds for both highway and cross-country travel. Tongue load must not exceed 300 pounds.

(3) The M998 Series HUMMV is equipped to tow M416 Series ¼ ton, M101 Series ¾ ton trailers only, and the M102 howitzer. The maximum gross weight of the trailer and its payload for the HUMMV series must not exceed 8,400 pounds.

b. Vehicle Towing and Recovery Policy. Improper towing of wheel vehicles by untrained or inexperienced soldiers can result in a serious accident and possible death. Another equally dangerous situation is the use of unauthorized towing equipment. Commanders and NCO's at all levels are responsible for ensuring that the procedures and guidance outlined in the California Army National Guard Surface Maintenance Manual, the appropriate Technical Manual (TM), FM 20-22/21-305, and TM 9-4910-593-12&P are followed.

(1) Soldiers assigned as recovery operators must be qualified to tow and recover wheeled vehicles and be able to demonstrate proficiency in tow bar hook-up and safety chain procedures for all vehicles being towed.


(2) Wreckers should receive first priority for all towing operations. Generally, vehicles used for towing 2-1/2 ton and larger vehicles must be of a larger size and weight than the vehicle being towed.

(3) All towing and recovery will be accomplished in accordance with the appropriate TM for vehicles and FMs for recovery procedures. All safety rules and regulations for safe vehicle operation must be followed.

3. Highway Convoy Operations. In accordance with AR 55-29, *Military Convoy Operations in CONUS*, Convoy speeds will not exceed posted speed limits or those established by California State law for commercial truck traffic. The speed limit of the lead military vehicle on freeways is 50 MPH. Convoy commanders shall ensure they are in compliance with AR 55-29 with emphasis on the following convoy operations:

- a. Speed
- b. Hours of operation for drivers
- c. Driver qualifications
- d. Safety equipment and procedures
- e. Oversize and overweight vehicles
- f. Convoy identification
- g. Convoy organization and procedures
- h. Prevention of Motor Vehicle Accidents (AR 385-55)
- i. Accident procedures in event of an accident

FOR THE COMMANDER:


NICKEY C. REED
LTC, EN, CA ARNG
Safety and Occupational
Health Manager

DISTRIBUTION:

A, M